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The Bloomfield Record.

Devoted to the Interests of Bloomfield, the Oranges, Glen Ridge, Montclair, and the various Suburban Districts of Essex County.

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BLOOMFIELD, N. J., FRIDAY JULY 9, 1897.

Every Wideawake Business Man

Should advertise in The Record.
It is an investment that will pay. A dollar made through this medium is as big as a dollar made in any other way. Don't forget that.

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The price for advertisements in this column will be one cent for each word for less than fifteen words. Advertising space more than fifteen words.

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THE BOROUGH OF GLEN RIDGE AND HER OPPORTUNITY.

The County of Essex contains about one fifth of the population of the State of New Jersey. In diversified industries it excels any section of the United States.

WANTED—Housework to do, Washing and Ironing to do at home. Call or address Mrs. K. 570 Bloomfield Ave., Bloomfield.

FOR SALE—One Buggy and one Surrey, both in first class condition, \$150.00. Rent low to a good tenant. Inquire at The Record Office, 29 Broad St.

Dr. Grace E. White,
Office 35 Broad St.
Hours 2 to 4 P. M. Telephone 45.

DENTISTRY.

At the lowest price consistent with first-class workmanship.

DR. SEYMOUR BOUGHTON.

For many years with DR. H. D. ALLEN, the eminent Surgeon Dentist of New York City, is now in Newark, N. J., practicing in his new dental parlor at No. 17 CEDAR ST., Newark.

Teeth extracted painlessly by use of new instruments.

Complicated cases requiring scientific dental surgery are respectfully solicited.

OPEN EVENINGS,
No. 17 CEDAR ST., NEWARK.

The Central Pharmacy.

D. ROSENBAUM, Ph. D.

Druggist and Chemist.

Prescriptions run up at all hours, day and night.

CENTRAL BUILDING, BLOOMFIELD.

Pure Drugs, Chemicals, Toilet Articles, &c.
GEORGE M. WOOD,
PHARMACIST.

20 BROAD STREET,

2 doors above Post Office. BLOOMFIELD.

SPECIAL ATTENTION GIVEN

To the Accurate Compounding of Physician Prescriptions

OPEN SUNDAYS

From 9 A. M. to 1 P. M. From 3 to 6 P. M. And from 7 to 9 in the evening.

FOR DURABILITY
And STYLISH GOODS
GO TO

THE UNIVERSAL
BOOT & SHOE STORE,
308 Glenwood Ave.

All Goods Warranted. A full line.

Men's, Boys' Youths' Ladies' Misses' Children's Shoes.

ALL KINDS REPAIRING DONE

In a Workmanlike Manner.

PHILIP BATZLE, Prop.

PUT THIS DOWN,

and you'll save money; neglect it and you'll lose. You need for your outing stay toilet requisites, namely: tooth, hair, nail, and bath brushes; bath towels, sponges, mittens and soaps; tooth powders, hair tonics, perfumes and Petty's witch hazel. Every other article you may need is here—better in quality and lower priced than elsewhere.

Go to Petty's,
Prudential Pharmacy,
Broad, north of Market St., Newark.
Petty's other store 925 Broad St.

NEVER CLOSED Prudential pharmacy.

PETTY'S HE PUTS UP PRESCRIPTIONS

OPEN ALL NIGHT.

PETTY'S AND

PRUDENTIAL 925 Broad St.

HARMACY, NEWARK, N. J.

Martin J. Callahan,

CONTRACTOR.

Flagging, Curbing and Paving.

A supply of Door-steps, Window Sills and Caps, and Collar Steps constantly on hand.

STONE YARD : On GLENWOOD AVE
NEAR D. J. & W. K. R. DEPOT

REIDENKORN THOMAS

line. The advantage of this would be to open a new route for wheelmen and pleasure travel through the most attractive part of Glen Ridge.

There is no hope of building up that part of the Borough north of Bay Lane with Ridgewood Avenue in its present condition. The taxes on ten thousand dollars worth of new buildings in this locality would meet the interest charges on the cost of the work. Ridgewood Street in Essex County.

All of the sewered streets should be treated in the same way—widening the sidewalks two to five feet each side, paving the gutters and extending the stone work the full width of the street roadway, with double crosswalks the full width of four feet over the streets.

Woodland and Midland Avenues would show to great advantage under this treatment.

A slight idea of the relative effects can be seen on the east side of Hillside Avenue, second house south of Clark Street, as compared with same side of the street a short distance north of Winsor Place.

It may be stated in objection to this plan that the cost would exceed the sixty thousand dollars voted by the Borough for roads, but that remains to be proved. The plan should be carefully considered and the results submitted to the citizens for their opinion before any extensive road construction is undertaken. With the sewered roads all fixed on this plan, a few tons of broken stone kept on hand under the charge of our own citizen workmen, would each year keep in repair at a minimum of expense all breaks or weak spots as they develop.

Another advantage of this system of sidewalk widening would be that if at any future time it was desired to put in underground wires for electric lighting the sub-way could be laid inside the curb under the street. It would also be possible to bring the lamps out from under the trees and give the streets better light.

The question of cost brings us to the ways and means of raising the money to pay for our improvements. The Borough has \$1,300,000 assessed values in real estate. The sixty thousand voted for roads is about 5 per cent on the valuation—allowing sixty thousand additional for the schools would raise the bonded debt to 10 per cent on the valuation. The ordinary method followed by a municipality in borrowing money (and some of them regret it when too late) is to float a series of interest-bearing bonds of one thousand dollars each. Bonds of this denomination are entirely out of the reach of the small investor.

Under this plan Glen Ridge would have out \$120,000 in thirty year bonds at four to five per cent, with an interest and redemption charge of over ten thousand dollars per annum. The danger of this is that it may effectually stop any additional improvements unless we have a heavy increase in the rate of taxation.

Then again, as a matter of economy, both in construction and in keeping in repair, to say nothing of the general improvement in the landscape effect, a radical change in the proportion of sidewalk to roadway should be made.

Taking Ridgewood Avenue as an example, its roadway is fifty feet wide, more than is allowed for the tremendous traffic on Broadway. It has fifteen foot side-walks, the entire width being eighty feet. At present the street has a worn-out strip of stone sixteen feet wide in the middle, with seventeen feet of dirt road each side. The street is so graded that every five hundred feet seems to be laid out entirely independent of the rest of the world.

To tear up all of this street in order to properly grade the road and newly Telford thirty feet in the center as proposed would still leave ten feet of dirt each side. This is practically as bad in the general effect and consequent dust and dirt as seventeen feet would be.

To macadam the entire fifty feet would be costly and uncalled for. To avoid this objection and yet at the same time cover the street with stone—the sidewalk from the Erie bridge to the Orange line should be widened to twenty feet, the Lackawanna bridge made to correspond. Four feet of paved gutters each side would bring the wagon-way to thirty-two feet of stone road. If this thirty-two feet is laid out with a low crown on a well rolled earth foundation after the French system, it would be practically wider for wagon traffic than a sixty foot roadway made up on the present method.

From the Erie bridge a sixteen foot strip should be extended to Watchung Avenue, with a spur to the east to join the Paterson road and one to the west to the Montclair

road. The taxpayers would not be handicapped by a long time bonded debt entirely out of their control, when once placed in the hands of outsiders. The interest charge on sixty thousand at 3 per cent would be only \$1800 per annum and would be paid back to the people who are taxed to raise it.

At each annual town meeting the taxpayers could decide whether they wished to tax themselves to retire any of the certificates or to extend the road construction or other improvements on a cash basis, leaving the redemption of the certificates until after the entire district had been overhauled and put in first class condition.

At all times the indebtedness of the Borough under the plan suggested is absolutely within the control of the taxpayers. They can do what they please regard-

ing it—redeem it ten years or let it run for thirty years, or hands would be free to undertake other improvements in the future, without the encumbrance of a long time bonded debt blocking the way.

This rough skin is respectfully submitted for the consideration of the Mayor and Council of Glen Ridge, with the request that no issue of thirty year 4 per cent or 41 per cent bonds be approved until every citizen has an opportunity to pass an opinion on the relative merits of the proposed plan.

H. J. JOHNSTONE,
Glen Ridge, N. J.

The RECORD heartily gives place to the foregoing, anges the plan proposed as one deserving immediate consideration. Why not a popular loan? Why shouldn't Glen Ridge subscribe for it herself, and reap the benefit of the investment rather than pay tribute to some foreign corporation or outside investor? Every taxpayer, big and little, should now show his patriotism and public spirit by communicating to the Mayor or Borough Clerk, offering to subscribe for the improvement certificates. If there is to be a Borough indebtedness keep it were it can be paid at the option of the people.

The publication of Mr. Johnstone's plan relating to public improvements crowds out this week an article on that subject to all up-to-date citizens—the Barbarous Wire Fence that has been erected at Wildwood Terrace and Benson Street.

GLASGOW'S GOOD FORTUNE,
B. O. FLOWER, in "THE NEW TIME."

The city of Glasgow has set the world an example in business sagacity, sturdy independence of spirit and considerate regard for the welfare of its citizens, which should prove an inspiration to public spirited persons throughout the civilized world, and which doubtless will be imitated in municipalities where such men have not yet

The story of Glasgow's municipal experiments is one of the most interesting and important chapters in the history of modern economic advance. Her victory achieved in municipal ownership of the street railway service has a special interest for Americans in our large cities, where the battle between democratic ideals and monolithic arrogance is being waged.

Some years ago Mr. Albert Shaw published a valuable book on municipal work in Great Britain.

At that time Glasgow was making the rather novel experiment of operating her street car system, and Mr. Shaw, after giving a full history of Glasgow's experience with tram cars, observed that "the experiment can but be observed with the greatest attention and interest by municipal authorities elsewhere." Since then the "experiment" has proved to be one of the most signal economic successes of recent years—far exceeding the most sanguine expectations of the friends of public ownership of natural monopolies.

So important is the result of this victory of sturdy, self-respecting citizenship over the wiles of corporate greed, that a few facts relating to the history of Glasgow's tram car service will be instructive and suggestive.

The local government of this Scotch municipality wisely refused to surrender the enormously valuable street franchise to any private corporation, and in 1872 the city, having built its own lines of car tracks, leased the same to a syndicate for a term of twenty-two years. By the terms of the lease the company operating the lines was compelled (1) to pay interest on the entire cost of construction, (2) to pay a sufficient amount to keep the system in perfect condition, (3) an annual sum was to be set aside for a sinking fund which at the expiration of the lease would be large enough to cover the original cost of the lines; (4) a yearly rental was to be paid the city of \$750 for each street-mile operated.

These terms show that while American cities have recklessly given away their street franchises to stock jobbing corporations, the citizens of Glasgow displayed the same business foresight as in regard to the management of their private interests.

They know that wealthy corporations would not be so eager and persistent in their attempts to secure street franchises which would enable them to operate lines unless there was a certainty of realizing enormous dividends on money invested, and they insisted that these great profits, or at least a part of them, should find their way into the city treasury, and thus reduce the tax rate. Thus syndicates were eager to accept such terms as Glasgow demanded

as healthful. In the debate that followed, Professor Virchow drew special attention to the position or "seat" of the bicyclist. He said there was no doubt that the prone position must affect the abdominal organs.

Canadian Practitioner.

Bicycle Racing.

At the last meeting of the Berlin Medical Society Dr. Abu spoke on the dangers of bicycle racing. He said he had examined twelve bicycle racers on the ground at Halensee, near Berlin, both before and after races lasting from five to thirty minutes. In each case he found symptoms of acute dilatation of the heart after the race; the pulse was enormously accelerated, the lips and face were more or less cyanotic, and there was considerable albuminuria. The dilatation of the heart, in some cases, lasted several hours, and Dr. Abu thinks that repeated training and participation in races might transform it into chronic dilatation. Of course, he adds that these dangerous symptoms only accompany excessive exertion on the bicycle, whereas moderate bicycle exercise was universally recognized as healthful. In the debate that followed, Professor Virchow drew special attention to the position or "seat" of the bicyclist. He said there was no doubt that the prone position must affect the abdominal organs.

Canadian Practitioner.

COGGESHALL & SMITH,

CLEVELAND and CINCINNATI

Bicycles.

Cash or Installments.

RENTING & REPAIRING.

14 BROAD ST.

POST OFFICE BLOCK,



In connection with our Great Everything Reduced Summer Clearing Sale we announce a Great JULY SALE OF BLANKETS, with greater Bargain Blanket chances than ever offered. Read every word, note every price.

This event is of yearly occurrence here—in favor from year to year. Housekeepers, boarding house keepers and hotel proprietors watch for and profit by it. All blankets made specially for L. S. PLAUT & CO., and prices range from \$6.00 to \$8 per pair under what these grades will have to sell for under the advanced prices of the regular Fall season. Selections can be made now, and stored with us, free of charge, until November 1st.

Size Eleven-Quarter
"LITTLE FAELS" 298
Regular season price would be \$4.00 special.

Size Eleven-Quarter
"ORANGE" 375
Regular season price would be \$6.00 special.

Size Eleven-Quarter
"ESSEX" 4.48
Regular season price would be \$6.00 special.

Size Eleven-Quarter
"MONTCLAIR" 4.75
Regular season price would be \$6.00 special.

Size Eleven-Quarter
"ESSEX" 4.98
Regular season price would be \$6.00 special.

All with new broad bindings, all the new pretty border colors.

THE BEE HIVE CELEBRATED BLANKETS.

All wool both warp and filling, and shrunk; will sell as follows:

Size 11-4, No. 100, white and saffron, \$4.00; 1/2-quarter, \$4.96.

Size 11-4, No. 200, white and saffron, \$4.00; 1/2-quarter, \$4.96.

Size 11-4, No. 300, white and saffron, \$7.00; 1/2-quarter, \$7.50.

14-4, No. 200 Bee Hive Blanket, \$12.00 value.

12-4, No. 200 Bee Hive Blanket, of \$8.00 value.

13-4, No. 200 Bee Hive Blanket, of \$10.00 value.

SOFT FLEECE BLANKET SPECIALS.